







Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The *Minne gazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *Minne gazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

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St. Paul, MN 55101

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BOARD OF DIRECTORS

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Noel Petit

Executive Director Donald Meyer

MINNEGAZETTE

CORRECTIONS AND NEW INFO

Russ Olson sheds some more light on items in the last issue:

1. Rear cover photograph. The destination sign is hard to read but appears to be 4th Av. S. to 31st St. See page 143 Electric Railways of Minnesota.

2. Page 17 Dan Patch Line Savage depot. The MRRP tabulation lists two stations at Savage: Waiting Room and Ticket Office 1910 and Station 1912. Based on the Dan Patch Line ETT effective 5-10-1912 the Savage station and siding (10 car capacity) was at Milepost 12.46. This would correspond to approx. right of way station 657+88 on a right of way map. The ETT lists a wye here with a one car capacity. The 1920 right of way map shows the CStPM&O interchange track switch at 677+89 which translates to Milepost 12.84. I went to the site this afternoon and found that the building was opposite this switch. Originally the Dan Patch Line crossed the Omaha railroad at grade. This was changed during 1912 to the overhead bridge crossing involving 0.75 miles of new fill. It would appear that the original location would have been close to the north side of the Omaha tracks and had to be relocated farther south because of this bridge construction. This would explain the two entries in the MRRP tabulation. I'm guessing this could be the original 1910 building relocated in 1912. It is divided into two spaces, probably one for freight (the sliding door) and the other for the waiting room.

PHOTO ARCHIVE AT WORK

Photos from MTM's photo archive continue to appear in exhibits and publications. A large group of photos in and around the Minneapolis Milwaukee Road depot have been loaned to the new owners, who are using them to create a large exhibit on the building's history. Noel Petit has been the MTM contact.

Aaron Isaacs provided photos and historical text for a Snelling Garage memory book, published by Metro Transit employees. Snelling closed September 29th.

The Linden Hills history book, *Down at the Lake*, is at the printers as this is written and should be available soon. It features MTM archive photos, as well as chapters on the streetcars and today's Como-Harriet Line, written by Aaron.

Several streetcar photos have been selected for inclusion in an upcoming book on the Jewish community of North Minneapolis. Finally, Metro Transit's 2001 calendar, with historic TCRT photos from MTM, was so well received that they're doing it again for 2002

OBITUARY

Member **Gene Corbey** has died at age 72. A longtime railroad and trolley fan, Gene served as MTM President from 1985 to 1987. He was instrumental in acquiring the body of streetcar #265. He searched out TCRT streetcar bodies all over the upper midwest and harvested parts from them, providing much of the inventory used to rebuilt #265, the steamboat Minnehaha, and most recently #1239. Gene possessed a major collection of Twin City streetcar photos and artifacts. A former Bachman's employee in charge of shipping, Gene throughout the 1980s was MTM's contact with railroads and trucking companies for equipment moves and other favors.

BOARD OF DIRECTORS

September, 2001

Executive Director Meyer reported on discussions with Hennepin County Commissioner **Peter McLaughlin** regarding the Museum's participation in the development of historic railroad displays in the 29th Street rail corridor in Minneapolis.

-The Board passed a resolution authorizing Executive Director Meyer to establish a \$90,000 line of credit with the Western Bank of St. Paul.

-The Board then approved the Guidelines for Cash Reserves Meyer had earlier presented to the Board as the interim policy for management of the Museum until such time as the entire Board declared the document to be the official policy.

-The Board authorized the Chair to sign a consulting contract with Jim Murphy of JLM Consulting, Orono, MN for Strategic Planning Services with the total amount of the contract not to exceed \$4,900.00.

Front cover: Hats were almost universal in the mid-1940s as State Fair goer's pile off the cars. Minnesota Historical Society collection.

Inside front cover: Some photos resist identification and here is one of them. Taken by the Minneapolis Star-Tribune in 1943, it's somewhere on the Minneapolis & St. Louis. Can any reader solve the mystery? Minnesota Historical Society collection.

LETTER FROM THE CHAIR

-Michael E. Miller

The time has come...

By the time you get this issue I will have chaired my last Board of Trustees meeting and, hopefully, my successor will be in place.

Resigning as Chair was a very difficult decision, as I have loved the job and know that the best days of the Museum are still ahead. However, I have now spent the past six years, 10% of my life as I calculate, working on and worrying about the Museum on a daily basis. It's time to do other things, although I plan to continue to be involved.

Over the years, I have set goals for allowing myself to step down. For example, when the situation at Osceola gets resolved, when the Lake Minnetonka Division is back up and running, when we get a new accounting firm, when we get another new accounting firm, when we get an Executive Director, when we get another Executive Director, when the finances get straightened out... The list is endless and each decision point has come and gone, just to be replaced by another. So the time comes to just cut the rope.

A few of the accomplishments of these years that I would like to have marked include;

- The hiring of quality professional staff. Without it we would always remain a hobby club. I include in this all the staff that we currently have, from Osceola to Excelsior to the main office at Jackson Street. They are dedicated and do a great job. They deserve more appreciation.

- The development of a system of spreading the administrative costs of the Museum across the operating divisions. There are still a number of issues in this one but, as with people accepting the payment of taxes as a fact of life, it's a necessity for an organization like ours. New fund raising should more than offset what goes to administration.

- The development of governing structures in each of the divisions. Sometimes I think we may have gone too far, particularly when a division starts to think of itself and its resources as being independent of the Museum itself. But, overall, it's been a positive development and allows for a constant creative tension between the divisions and "the Big

Board." Another fact of life is that the Museum has become too large and complex to be run by a single board and a few staff. It takes a lot of people spread over all the divisions to administer the organization.

- Having created routine ways of doing the business of the Museum. That sounds boring, but it's better than the turmoil that goes with not having routines in place.

- Keeping the peace. That's the hardest one to define and one we all need to work on a bit harder. The Museum is a great passion for many people and, unfortunately, that passion sometimes translates into conflict, occasional arrogant behavior, and an "us vs. them" mentality. When that happens, people stop listening, they talk too much, conflict escalates and the fabric of the organization is threatened. The solution is to assume that the other person probably has a legitimate position too, and to keep talking until resolution is achieved. The Member Conduct Code needs to be read more often. It's just basic civility.

If I leave anything, I would ask that people remember the above and, when conflict is at hand, that they think a bit more and talk, and react a bit less.

That's just a sample. I have now served longer than any of my predecessors. I could stay in this position indefinitely, but I don't think it's good for the Museum or me.

It has been a great honor and privilege to chair the Museum, a

position that has combined my lifelong interest in history with a background of working in and with a variety of organizations. And please know that I treasure the friendships and working relationships that have come out of these six years.

I hope the Museum is better now than it was six years ago. I think it is. But it still has a long way to go and the future won't be any easier than the past.

So, that being said, I requested that the Board of Trustees accept my resignation as Chair, effective with the November 2001 Board meeting, which marks the end of six years.

My thanks to all of you for your friendship and support.

EXECUTIVE DIRECTOR'S REPORT

-Don Meyer

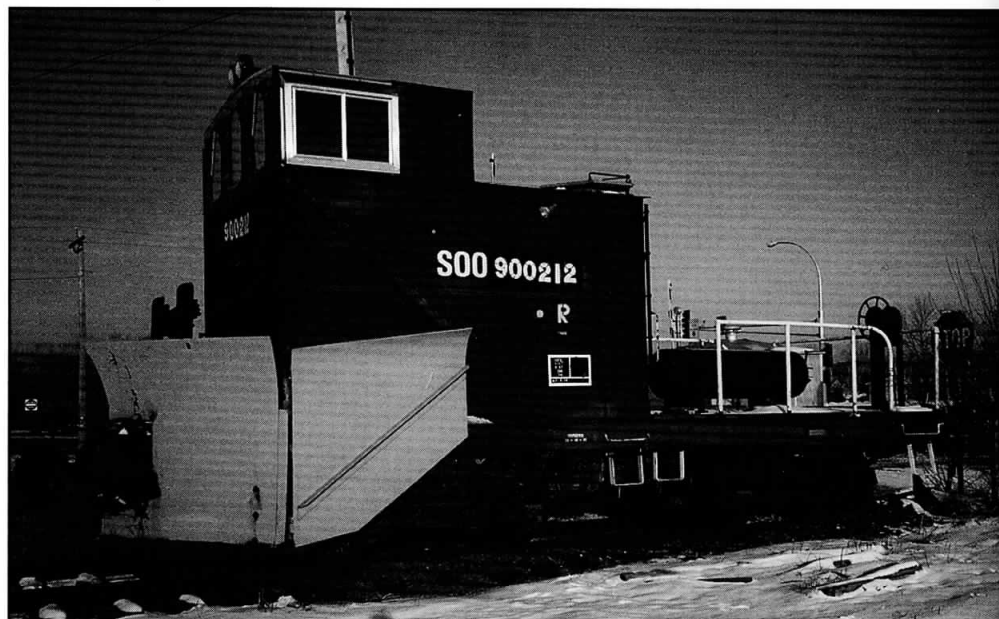
Marketing

The design work on the 2002 MTM brochure has been performed by art students from the Arts Institutes International - Minnesota. Their assignment included designing a special logo to commemorate our 40th anniversary, a paint scheme for the Jackson Street Roundhouse, items to sell in the gift shop, plus flags and banners.

Development

Receipt letters have been sent for all of our cash donations received through August 31, 2001. We are also in the

Readers may have noticed that this place is usually reserved for survivors from the past. In the case of this home made Soo Line snow plow (made from an old tender?) sitting at Rosemount, it's the trucks. Does anyone know any other active rail equipment with arch bar trucks? They been equipped with roller bearings, which is also pretty unusual. Aaron Isaacs photo.



process of creating donor histories for all donors, individuals as well as corporations and foundations, whose gifts have been recorded in our accounting software system.

Accounting

A report was sent out to the Board electronically on our cash reserves, the first time ever.

Other

We have verbal commitments from two sources to buy the ore jennies located at the Arsenal, but no cash in hand as of today. When these two transactions are completed, all of the equipment formerly owned by **Craig Burroughs** will have been sold.

I have attended two meetings with Hennepin County Commissioner **Peter McLaughlin** about MTM helping to create rail related exhibits along the 29th Street Corridor in Minneapolis.

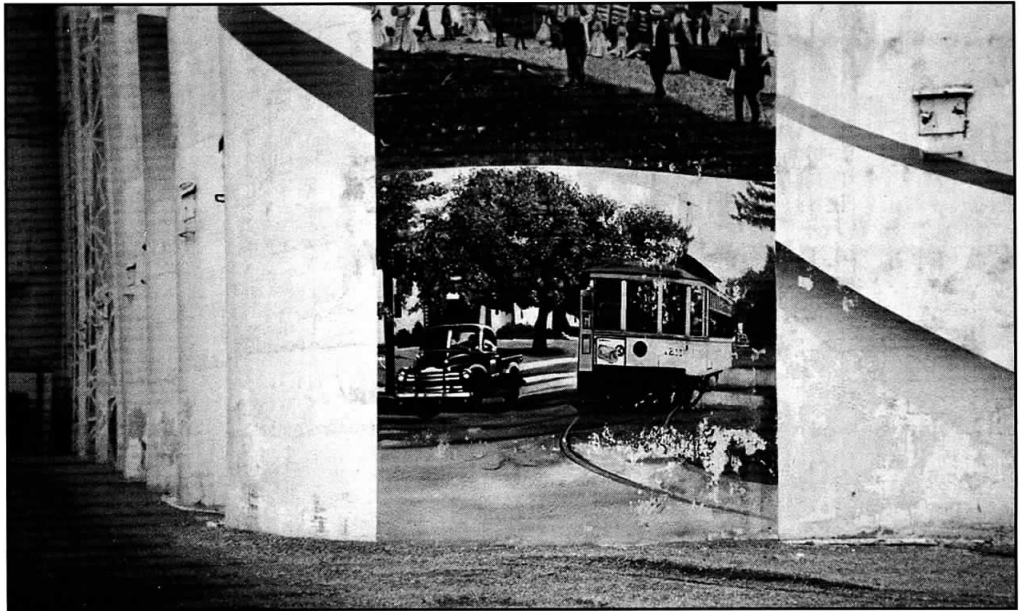
Western Bank has tentatively agreed to set up a \$90,000 line of credit for the movement of Northern Pacific locomotive #2156 out of East Grand Forks and the equipment from the Arsenal.

TRACTION REPORT

-Louis Hoffman

2001-2002 Annual Appeal Kickoff

The Como-Harriet Streetcar Line has major expenditures coming up: the cash portion of the local match for our \$440,000 TEA-21 grant, expected to be between \$25,000 and \$40,000, and the restoration of #1300 and Winona #10 - at least \$100,000 in cash. In addition, the Winona #10 Acquisition and Transportation Fund is still in the red. Last year's Annual Appeal was record-breaking: more than \$20,000 raised from about ten percent of the membership (but nearly half of it from two major donations). Can we do it again this year? Only you can answer that question. Please consider helping fund these important projects with a donation to the 2001-2002 CHSL Annual Appeal. Remember, all donations are tax-deductible - for this year's tax return if you contribute by December 31. The 2001-2002 Annual Appeal flyer is enclosed with this Minnegazette. Please, use it soon. Bad weather (first rain, then heat) depressed ridership and income. And we've had several major expenses. So if you haven't jumped onto the trolley yet with your contribution, please do so - don't be left behind!



This handsome mural adorns a grain silo on the east side of Hiawatha Avenue at 42nd Street. It depicts the wye at 54th Street and 47th Avenue South, by the old VA Hospital. Louis Hoffman photo.

There were four more donations to the 2000 - 2001 Annual Appeal. Donations were received from **Miriam Butwin, Charles Foster and Beth, Douglas Frye, and Shaun Murphy**. These four donations bring the total to \$20,750 from 91 people and 81 memberships. Thanks to all for a record-breaking Annual Appeal. Can the 2002 - 2002 Annual Appeal top it?

30th Anniversary celebrated in grand fashion

Nearly 100 people, MTMers old and young, along with neighbors and passengers, celebrated the thirtieth anniversary of the first revenue operations on the Como-Harriet Streetcar Line in celebrations held on Sunday, August 26. The actual first run was on August 28, 1971. With a backdrop of our first car, #1300, and our most recent restoration, PCC #322, Chair **Mike Miller** spoke on behalf of the entire Museum family in recognizing thirty years of work - an exhibit site that kept the flame of rail transit burning from the 1954 abandonment until today with the Hiawatha LRT line actually under construction. He noted the long list of awards and honors bestowed upon CHSL over the years - recognition from the American Association for State and Local History, the Minneapolis Heritage Preservation Commission and the Minneapolis/American Institute of Architects (twice), and the Preservation Alliance of Minnesota. He then introduced General Superintendent **Jim Vaitkunas**. Jim recognized those

members who have volunteered from the beginning. The list of MTMers involved in our inaugural season who are still active at CHSL or remain Museum members include **Donald Baker, Bill Cordes, John Diers, Bob Dumas, Dave Ferch, Jim Harrison, Scott Heiderich, George Isaacs, Keith Lindberg, Loren Martin, John Nordale, Dave Norman, Barney Olsen, Bill Olsen, Russ Olson, Bob Renz, Frank Sandberg, and John Stein**. **Scott Heiderich, George Isaacs, Loren Martin, Bill Olsen, and Russ Olson** were present to accept the crowds congratulations. **Dave Norman** was the foreman at the Excelsior Streetcar Line that afternoon and couldn't be present. After the ceremonies, the crowd adjourned to the car barn to enjoy cider, cookies, and conversation.

In addition, a scrapbook of the early years and a number of historic photos were on display showing many members when they were thirty years younger building the line!

Como-Harriet Mail Bag

Occasionally, we report some of the comments written in the Linden Hills Station visitor's register. And every now and then, we receive thank you letters from passengers. Often, they're in the form of drawings by childcare and school groups who have visited us. Some of these get posted in the car barn for volunteers and visitors to enjoy. Here are excerpts from two letters that we recently received that we wanted to share with all members.

In August, No. 265 was chartered for



Twin City PCC #416 has been traded to the Shore Line Trolley Museum in Connecticut for parts needed to finish #1239 and Winona #10. Here it is being loaded at Jackson Street. George Isaacs photo.

a wedding. One of the guests made a donation to the CHSL Annual Appeal and wrote that she wanted "especially to commend the trainmen who ran the streetcar and told us about them. They were very informative and friendly - and they even looked the part, in every sense. Please let them know how much I enjoyed their contribution to the wedding day. By the way, I often rode the Como streetcars when I was a child in the 1940s, so it was a particularly meaningful experience for me."

Another, a 24-year-old resident of St. Paul's East Side "was so impressed by the museum and operating streetcar line! My mom and a friend of mine and I had a wonderful time." He enclosed a check for half of his federal income tax rebate and said that "it is fun to have an opportunity to spend it on an organization that is so community-minded." Anyone else want to donate all or part of their federal and state tax rebates to the Museum? Any division will do.

Special visitors

On July 17, delegates to the Great Northern Railway Historical Society, having their convention in the Twin Cities, visited CHSL. We had all three cars out and the carbarn and station were open for inspection. On top of the two GNRHS charters, there were three others that day. Since crews needed to be there on and off all day anyway, #1300 stayed in service in between the

charters for revenue service. On August 23, a busload of railfans on a Rail Travel Center tour stopped in on their midwestern sojourn. As we did with the GNRHS charters, all three cars were out and the fans got to visit the carbarn and station.

Stop, Look, Listen. . . and save our fenders!

This was a rough summer for #1300. She was involved in an accident in which a careless motorist ignored our flagman - and his regulation-size stop sign - and hit and severely mangled #1300's fender. Insurance claims and repairs are pending.

Meanwhile, the Traction Committee is discussing ways to prevent further collisions - preferably short of full grade crossing protection. On top of this, people parking on Queen Avenue South are cutting through the bushes and across our tracks. The topper is the group that set up a bocce game on the road to the carbarn - immediately next to our tracks! All this carelessness and (in the case of the bocce players, just

plain stupidity) is a vivid reminder to all of us to be ambassadors for rail safety as volunteers at all of our rail operations and when railfanning - encouraging those who ignore safety rules to heed them - starting with the basics of stop, look, listen . . . and live.

General Services Department news

Ridership this year has been a mixed bag. Unusually cool and wet weather in May and June with hot and humid weather in June, July, and August didn't help and made it hard to judge the effectiveness of our ads in the Southwest Journal. And the results of our passenger survey aren't in yet. Still, ridership is comparable to last year despite the weather. July was especially good - more than 11,000 passengers. And the number of non-revenue passengers is declining because of changes in membership benefits and a one-year reduction in the cut-off age for free rides. Now, we await the Halloween Ghost Trolley - and hope for good weather. Charter business is up. To date, we've booked 58 charters (more than fifty percent more than last year), 13 for members, on 51 dates for a total of 40 hours of service. Revenue nears \$4,000. We've also sold 35 CHSL Season Passes, 11 to members and 24 to non-members for revenue of \$1,180. Still, revenue is down and expenses are up - please remember the Annual Appeal.

Here are the statistics through August 31 courtesy of **Kathy Prestholdt**:

	Passengers	Tokens	Trips	Charters	Charter Passengers
April/May	5,207	3,623	315	5	183
June	8,285	5,482	471	12	519
July	11,142	7,596	571	16	951
August	7,568	5,292	405	9	324
Total	32,202	21,993	1,762	42	1,977

Mechanical Department news

General Superintendent **Jim Vaitkunas** completed discussions started by former General Superintendent **Louis Hoffman** to trade the second PCC acquired in 1990 from the Greater Cleveland Regional Transportation Authority, TCRT #416, to the Branford Electric Railway Association. Branford operates the Shore Line Trolley Museum in East Haven, Connecticut. It has a major collection and is one of the oldest

trolley museums in the United States. Thanks to **Aaron Isaacs, George Isaacs, Jim Vaitkunas, and Bill Wall** of Branford for their roles in this deal.

In exchange for #416, which Shore Line will eventually restore as Public Service Coordinated Transport (Newark) #27 (the only Newark car to be preserved as such in a Museum outside of New Jersey - NJ Transit is preserving several cars on site and for the proposed state transportation museum), the Museum gets very expensive, hard-to-find, and important equipment that will greatly assist in the restoration of Winona #10 in the future and TCRT #1239 now underway at the Excelsior Carbarn. In other equipment news, former CTA rapid transit car No. 4387 has finally left the Arsenal for the Wisconsin Trolley Museum at East Troy. No. 4387 was acquired for parts in 1973 and has been stored at the Arsenal since then. In exchange, the Museum received a single truck now at the Excelsior Carbarn and destined for the restoration of Winona No. 10. Many thanks to General Superintendent **Jim Vaitkunas** for his many months of patience in working out the details of this trade and for all the volunteers who helped with the preparations and move.

Aside from all of this, the day-to-day routine of maintenance continues on Tuesday mornings, Wednesday evenings, and Saturday mornings at the Linden Hills Carbarn and Shops. A great thanks to the regulars, plus those who aren't, for keeping our fleet in tip-top shape.

Physical Plant Department news

-Scott Heiderich

Crews worked on the usual projects over the course of our long summer, in rain and then heat. With the rain and heat, brush cutting was a big job. Except for one branch fouling the backbone wire, crews succeeded in clearing the brush to the extent that most future work can be done with the sickle bar mower and weed whips. The overhead wire frogs were adjusted several times to reduce the de-wiring problems we've encountered and are working well as the season came to a close. A number of spot repairs were made to the track to keep it safe until the TEA-21-funded reconstruction is completed. Thanks to **Ken Albrecht, Ben Exley, Ned Harris, Clyde Hawkins, Michael "Electric" Miller, Jim Otto, Erik Schwarzkopf, Carl Wessel** and **Jim Willmore** for their invaluable help.

The Linden Hills Station gardens are looking good thanks to **Mary and Tom Beaumont, Kathy Heiderich, Jeanne Inselman** and several others. Of course, **Roy Harvey** has done his usual great job in keeping the carbarn and station areas clean and neat and keeping the track switches well oiled.

Training and Development Department news

-Dave Culver

Nine new operators completed 12 hours of on-the-job training in the

Como-Harriet Streetcar Line's revised and expanded new operator training program. They are **Kirk Brust, David Cochran** (son of operator **John Cochran**), **Clark Hoffman, Michael Ibach, Ken Jacobsen, George Martin, Noel Petit** (a former CHSL operator), **Terry Wagoner** (another former CHSL operator), and **Carl Wessel** (Manager of Overhead Wire for Metro Transit's Hiawatha light rail line).

This phase of the new training program wouldn't have been possible without the exceptional cooperation provided to me and Assistant Superintendent or Training - Standard Cars **Dave French** by the operating foremen who supervised the on-the-job training. Thanks to foremen **Keith Anderson, Harold Dalland, Mark Digre, John Dillery, Bill Graham, Gary Gustafson, Louis Hoffman, Jeanne Inselman, Dave Norman, John Prestholdt, Clyde Stephens, Walt Strobel, and Greg Taylor** for taking on this added responsibility.

Thanks to **John DeWitt**, Assistant Superintendent of Training - PCC Cars, the Department reached its 2001 objective of training everyone who requested training on PCC #322. Recertified PCC lead operators include **Dave Culver, John DeWitt, George Isaacs, Karl Jones, John Prestholdt, Jim Vaitkunas, and Jim Willmore**. Recertified PCC operators include **Joel Gensler, Howie Melco, Jerry Olsen, Kathy Prestholdt, and Ed Rapoport**. The one newly trained lead operator is **Mark Digre**. Newly trained operators include **Alfred Aeppli, Ken Albrecht, Earl Anderson, Fred Beamish, Lael Beamish, Harold Dalland, John Dillery, Blair Dollery, Bill Gingerich, Gary Gustafson, Jim Harrison, Clyde Hawkins, Louis Hoffman, Aaron Isaacs, David Jasper, Brian Krysinski, Dick Levering, Gary Neunsinger, Dave Norman, Dave VenHuizen, Terry Warner, and Carl Wessel**.

Assistant Superintendent of Training - Station Agents **Maryellen Digre-Mueller** did an outstanding job of training foremen, operators, and station agents on the proper use of the cash register. Maryellen and I co-authored the first edition of "The Cash Register for Dummies." In addition, Maryellen developed a grid, included in "Dummies," that made learning how to

Since PCC #322 re-entered service, a few small problems have revealed themselves and been fixed. The latest is worn swing bolster bushings in the truck. The patient has recovered nicely and feels much better. George Isaacs photo.



use the cash register simpler for the 100 or so volunteers who rotate into the station agent's job during the course of a shift. Coherent and usable training materials depend on many revisions completed before publication. The best way to do this is using the feedback of those who will use the manual to learn.

Scott Heiderich volunteered three times to be the CHSL "guinea pig" for "The Cash Register for Dummies" manual. His observations and suggestions made the new training manual what it is. Maryellen also extends her thanks to everyone who made suggestions during their training. She also supervised a small group of

operators and agents who tutored others in cash register operation. These include **Bettye Anderson, Tom Beaumont, Joe Chisler, David Cochran, Dave and Betty Culver, Dave French, Mark and Karen Digre, Maryellen Digre-Mueller, and Bob Stevenson.** A special thanks to **Chuck Barthold** for all his work with the cash register. In addition, Maryellen and **Louis Hoffman** prepared materials and worked with both volunteers and passengers in attempting to explain the Museum's new membership and pass policy.

Plans for next year include more improvements to the new operator

training program for standard cars, better documentation of PCC car training, revision of "Dummies," and revision and expansion of foreman and refresher training.

To accomplish all of this, we need people who can help, especially those with experience in desktop publishing, graphics, photography, and videography. Can you help? If so, please contact me at (612) 373-0978 or dculver@landoflakes.com.

RAILROAD DIVISION REPORT

-Dick Kolter

An unusual charter

Thursday is the day of the week when we schedule most of our charter trips. August 2nd was not quite a normal charter Thursday. On this particular day a special event occurred in Osceola to promote tourism in the valley. The governors of both Wisconsin and Minnesota were invited to attend and one of the planned activities for the day was a train ride to Marine, and back. Many politicians and other public figures attended along with members of the public who were allowed to buy tickets.

While the passengers were arriving a band played and food was served inside to the depot in the east waiting room. Each of the different varieties of food was prepared by a different local restaurant operator. A tent was set up east of the depot to shelter the picnic table sat which the guests sat to eat their lunch. The train was spotted with A-11's platform right in front of the depot.

Both of the governors had more important engagements and did not attend, but both Lt. Governors did come so the activity was successful. Before departure Lt. Governor Schunk of Minnesota and Lt. Governor Farrow of Wisconsin appeared on the rear of A-11, along with other local dignitaries, and all made short speeches. Lt. Governor Farrow rode only to Marine and got off the train to be picked up by her motorcade. Lt. Governor Schunk made the entire trip and upon her return to the depot socialized with anyone who wanted to meet her.

The Andersen company picnic

Once again this summer, as in past years, MTM moved a locomotive and two coaches to the Bayport site of the



More progress at Jackson Street. The grading is underway for (top) the track along the north side of the roundhouse, to be used for loading passenger trains at the Rutledge depot, and the main track leading to the turntable. Aaron Isaacs photos.



Andersen Company Picnic on July 21. Train rides were available on a half hour schedule all day for all picnic attendees. This year the engine used was the former Andersen company SW-1, number 3110, which was given to us by the company late last year. This event was the first time we used the engine for our passenger operations. After the picnic the unit was moved, with the cars, to Osceola where it became the backup power unit.

Osceola Wheels and Wings Day, September 8th

Every year in September the City of Osceola hosts Wheels and Wings Day when airplanes, old automobiles, antique farm tractors, and such are featured in various events. This year, for the first time, as a public service, we ran a shuttle train from the depot, which is in the downtown area, to the parking lot in the industrial area. This was somewhat of an experiment for us and wasn't highly advertised but it was termed as quite successful because 334 people took advantage of it.

The shuttle ran on that day in addition to the regular passenger train and at times both trains could be found in the depot at opposite ends of the platform. The shuttle train consisted of the 3110, the Andersen engine, and car 2232 which has a control compartment on one end. The shuttle was a push pull operation with the conductor operating the bell and whistle from the 2232 when it moved with the car first. **Morten Jorgensen** organized this operation and

Marv Mahre coordinated the train movements at the depot. Both trains operated with overlapping limits in their track warrant territory.

Repairs on the streamlined passenger cars All three of the streamlined passenger cars required some work during the summer that could not be completed during the winter. 1096 and 1097 were scheduled to be rented to the Great Northern Historical Society for an excursion trip that they were running so the work needed on these cars had to be finished in time. 1097 needed work on the trucks which was supervised by **Eric Hopp** and done by an outside contractor. This work, done in Osceola, required lifting the car with a crane and removing the trucks to facilitate the work. 1096, which was held at Jackson Street this spring, was having new toilets and related equipment installed. The decision to install the toilets was made late in the winter so it was not possible to get that work done before the start of the season. To get this car ready required Eric, and whatever crew he could find, to work just about every day for the last week before the GN trip. Passenger coach 1213 also experienced a problem with one wheel set. On one of the axles the wheels had worn down to the limit and a rotor for the disc brakes was in bad shape. A replacement set was purchased in Milwaukee and installed on the car.

Additional trouble getting 559 back in service. Earlier we reported that locomotive 559 needed work that couldn't be done at Jackson street so

The latest addition to the MTM collection is Great Northern wood coach #757. Art Pew and John Robinson arranged for it to be acquired from Jack Hoover of Montana, who had bought it from the GN in 1963. Eric Hopp photo.



Eric Wagner repairs the outer women's restroom wall of Great Northern #1096. Eric Hopp photo.

John Peters arranged to have it done at Northtown. While doing the work John discovered several more things needing attention, so what we hoped would be a job that would be completed in a week or two turned out to last all summer. John spent many additional hours doing work on the running gear, and finding parts, but had several problems beyond his control delay the job.

Finally enough work was done so that the unit could be scheduled to go into service with the remaining work to be completed the next winter.

Prior to going into service the engine was returned to Jackson Street for final prepping and inspections. More trouble. A water leak developed in the number four cylinder. John tried to get this problem solved quickly but found that the electricity, and thus the compressed air he needed, had been turned off at Jackson Street because of the construction going on there.

The nagging problem at the Arsenal

The Twin Cities Arsenal storage area that MTM has been using for many years has to be vacated soon, as you probably already know. All of the "stuff" that is there must be either removed or scrapped. To make things worse some of it was not ours but we "inherited" it when the owner went



The exterior re-siding of Northern Pacific caboose #1264 (not #1294 as originally believed) is complete.

The Great Northern Railway Historical Society's GN #400, the first SD45 ever built, has been moved to Jackson Street from its previous home at the Lake Superior Railroad Museum in Duluth.

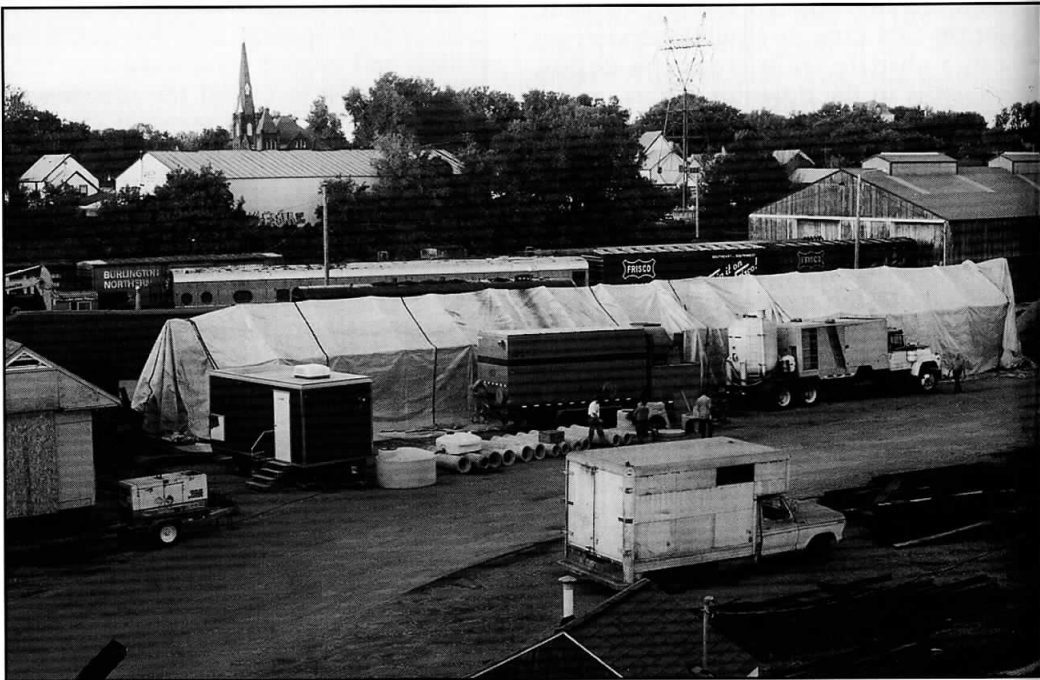
The Minneapolis Junction turntable is being reconditioned before being installed at Jackson Street. A large sand blasting enclosure was erected to contain dust and paint. Here's the builders plate after priming. Eric Hopp photos.

bankrupt. Charles Barthold worked hard on selling and auctioning what could be sold and Eric Hopp has been working there every weekend to try to get the things that are movable ready to move.

A Soo caboose

Dick Heine has been discussing with the Canadian Pacific what they could do with some of their surplus equipment. Late in August he had the honor of running 105 down to Withrow and pick up a Soo Line caboose that they gave us.

We have heard that this one, number 31, is one of the better ones that was still in service. Dick says that we have a good chance of getting more equipment.





Scenes along the line. Rolling westbound through the farm fields between Osceola and Dresser. Entering the west end of the Osceola yard. Crossing 248th Street on the way to Dresser. Aaron Isaacs photos.



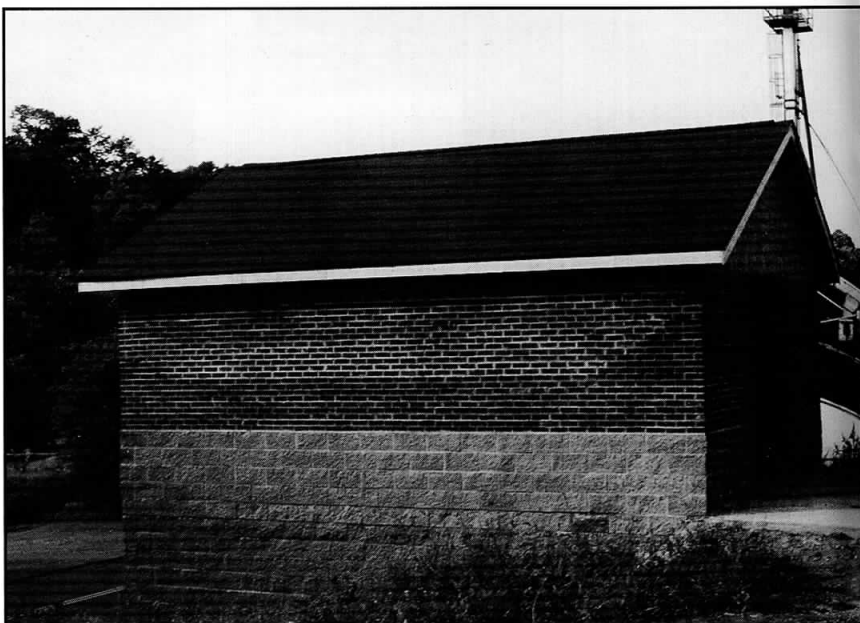


Above: We haven't run a photo of Andersen Windows SWI #3110, donated last year. After powering the annual Andersen Company picnic in July, it moved to Osceola to serve as the backup locomotive. Coupled to it is the latest MTM acquisition, Soo Line caboose #31, donated by Canadian Pacific.



Coach #1097 up in the air for removal of its B-end truck. Several war liners on both trucks were bulged and or cracked requiring repairs. Eric Hopp photos.

The roof is now on the new restroom building at Osceola.



LAKE MINNETONKA DIVISION REPORT

-Ann Merriman and Chris Olson

Division news notes

The Lake Minnetonka Division is delighted to announce that the new poster, "Change at Excelsior" featuring the Minnehaha and CHSL's Streetcar 1300, is on exhibit and for sale in the LMD store. Commissioned by MTM members **Gordon and Carolyn Bassett**, the poster depicts the Minnehaha at the Excelsior dock station and Streetcar 1300 pulling away from the station in 1915. On the poster's bottom are the Twin City Lines and MTM logos, the poster's title, and a narrative describing the scene. The Bassetts have the original **J. Craig Thorpe** painting in their home. The LMD expresses its thanks to the Bassetts and Mr. Thorpe for their generosity, time, talent, and effort. The LMD presented personalized signed and framed posters to volunteer **Comfort Leckie** for her incredible work in the ticket office, to **John Senior** for his efforts in fundraising, and to **Brad Robinson** for his support of the Give Em A Ride Program.

The LMD is also selling MTM volunteer **Jim Ogland's** book *Picturing Lake Minnetonka: A Postcard History*. Sales of the book are brisk and it is a great asset to the LMD store. Jim has participated in "ride along with the author" trips on the Minnehaha and book signings in the store throughout the late summer and fall.

Augmenting the publication of Jim's book is a new exhibit in the LMD's small museum space featuring a variety of postcards that focus on Lake Minnetonka. Several images of streetcar boats, streetcars, hotels, and landmarks are on display to educate our patrons concerning the geography and history of the lake. A large map of the lake is near the exhibit for reference.

Another new exhibit is devoted entirely to streetcars. The display features a Johnson fare box, four antique advertisements, a switch rod and coat hook donated to the MTM by members **Mr. and Mrs. Len Page**, over 200 streetcar tokens donated by MTM members and volunteers **Ross and Martie McGlasson**, and an operator's kit on loan from **Jim Ogland**. Also included in the exhibit are three pieces of rail that Excelsior Streetcar Line volunteers salvaged from the wreckage of the old trolley bridge next to the car barn. Two types of rail were discovered



New crew members on the Minnehaha this season include (left to right): purser Dave Carroll, captain Jack Kegel, and purser John Petronek seen here on the Home dock in Excelsior. Ann Merriman photo.

in the debris, T-rail and two sizes of girder rail, some of which probably dates to the 1870s. Many thanks to MTM members and volunteers **Russ Olson, Aaron Isaacs and Jim Willmore** for their help in identifying the rail.

A third exhibit case contains metal and wood artifacts not re-used during Minnehaha's restoration including a double bitt, air scoop, nails, a piece of planking, a cleat and chock, an engine valve, and a bit or railing. Also on display is a sizable piece of soft coal raised with the boat and an original streetcar boat whistle handle donated to the MTM by **Dick Kling**. The exhibit is also designed to educate the public concerning metal and wood conservation. Hopefully these artifacts will be undergoing proper treatment in an MTM conservation lab soon. Other new acquisitions include four photographs; three of TCRT streetcars and operators and one of streetcar boat Hopkins in Excelsior Bay. **Deacon Bruhn** donated these wonderful photographs to the MTM. **Alan and Barbara Hartley** have donated a postcard, sent to Barbara's grandfather in 1911, to the MTM. It depicts the large side-wheeler St. Paul coming into Big Island harbor. MTM member and volunteer **Fred Rogers** donated several objects from his boat Kathy Belle Dan that he owned in the 1970s. Now called Lady of the Lake and also formerly called Merri-Way, the collection of

objects include the boat's designation signs, a propeller, and the boat's daily logs. Fred also donated a starboard running light from a larger boat. Artist **Kenneth Grindeland** donated prints of his paintings, "Lady of the Lake" and "Vintage Streetcar" to the MTM, the subject of the second print being CHSL Streetcar 265. Both prints are augmenting the above streetcar and Rogers exhibits.

The largest new LMD acquisition is a pop cooler originally used in Excelsior's Blue Line Cafe and donated by **Warren Fossum**. Warren's uncle worked at the Blue Line and acquired the cooler once the cafe closed. Warren also allowed the LMD to duplicate a postcard of the cafe that features his uncle behind its counter. Numerous visitors to the Museum have already commented on cooler and that they remember it from the cafe. Everyone is welcome to visit the exhibits this fall and winter.

Market at Excelsior closes

The LMD is saddened to report that Market At Excelsior, our local grocery store and provider of ice for the steamboat over the years, has closed its doors. Owners **Susan and Bruce Benson** are great friends of the LMD and their support over the years has been greatly appreciated. Luckily our friends at Bayview Event Center have stepped forward to fill the void and allow our pursers to get ice from their

kitchen ice machine that is conveniently located near the Minnehaha home dock.

Volunteer news

As reported in the last Minnegazette, ticket office volunteers **Myerl Roloson** and **Sharon Provost** were experiencing health problems. We are happy to report that both ladies have recovered and are doing very well. Minnehaha purser **Bob White** had a stroke earlier this summer and is recovering very quickly. Our best wishes to Bob and we hope to see him in the boat and car barns this winter. The LMD and its volunteers also express condolences to Terry Archer of Wayzata over the recent loss of her mother. We will miss seeing both ladies in Wayzata after we dock the boat.

EXCELSIOR STREETCAR REPORT

-Bill Graham

Car 78 ran her normal summer schedule with the help of several new volunteers from the Lake Minnetonka area. Construction continued on the new Highway 7 overpass east of the car barn, causing operations to terminate at the car barn instead of at Water Street. As compensation, passengers were given a tour of the Excelsior workshop building where they could view the work on car 1239 and view other cars stored in the building. While ridership has been generally light, the operation saw some excellent daily totals. On September 8th, over 300 passengers rode the car during Excelsior's Apple Days celebration. **Scott Heiderich** gave invaluable help throughout the summer in several areas.

He helped coordinate re-construction of the trail which parallels our track, and he maintained liaison with the City, MnDOT and the contractor related to construction of the new highway overpass. Scott and **Dave Culver** trained several new operators recruited from the Lake Minnetonka area who made it possible for car 78 to operate as scheduled.

One of the new operators is **Martin Dibbs**, a school teacher from Scotland who spends his summers in Excelsior. Martin is active in the Crich Trolley Museum in Derbyshire, England, where the streetcars operate only with hand brakes.

Martin never had used an air brake until he trained aboard MTM's car 78, which, it may be recalled, used only

hand brakes during her years with Duluth Street Railway Company. As 78 descended the 1 percent grade east of Morse Avenue, Martin stopped the car gently at the car barn turnout by tugging only on the goose neck handle of the manual brake system. This was dramatic proof that 78's hand brakes,

designed and built by MTM, are a reliable back-up for the car's normally used air brakes.

The following are the 37 volunteers who operated car 78 during the 2001 operating season: **Steve Schmidt, Tom Geng, Chuck Oberg, Jeff Stuhr, Dave Blanchard, Bob Beyer, Bob Johnson,**



After some fixing up, the trucks that formerly supported streetcar #265 are now under #1239. The carbody was jacked up and the trucks positioned exactly under the kingpins. Jim Willmore worked the come-along as Keith Lindbergh and George Isaacs look on. Jerry Olson photos.

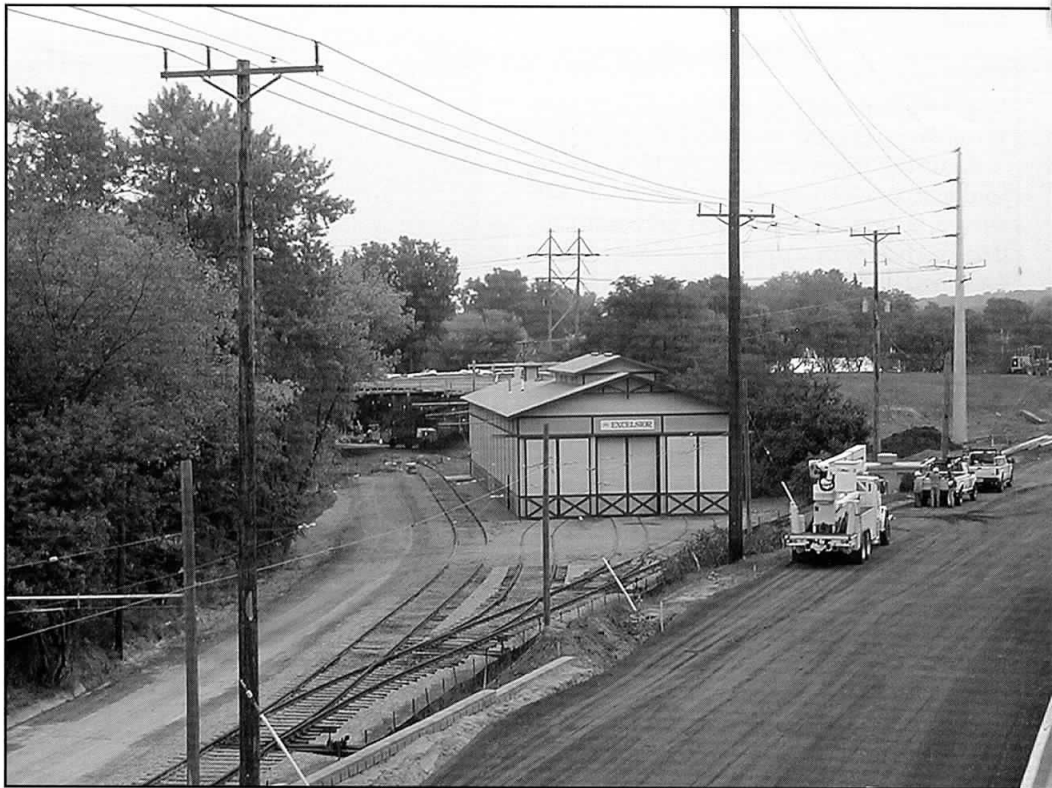
Dave Carroll, Martin Dibbs, Scott Heiderich, Ken Albrecht, Dave Culver, RIC Eaton, Brenda Eaton, Bill Graham, Doug Hultgren, Dave Irey, Dave Jasper, Marv Krafve, Charlie McCarthy, Marty McGlasson, Mike McWilliams, Dave Norman, Chris Olson, John Prestholdt, Kathy Prestholdt, Don Pribble, Linda Saveraid, John Schroeder, Walt Strobel, James Vaitkunas, Terry Warner, Jim Willmore, Frank Loetterle, Ann Merriman, Carl Wessel. Special thanks to John Schroeder and Ann Merriman who staff the phones to schedule car 78 operating crews throughout the summer. Thanks also to Ken Albrecht and George Ittner for building the step box and platform for passenger boarding at the east door of the car barn.

1239 nears completion

Car 1239 now sits on her permanent trucks, the former Chicago Transit

Authority Baldwins modified by George Isaacs and Keith Anderson for car 265. Jim Willmore and Ken Albrecht replaced and tightened bolts and repaired one broken motor mounting bar. Jim removed the one-inch shim from the center bearings in order to compensate for height of the compromise bearing plate. This plate allows the bearing on the truck to mate with the bearing on the car, but it adds about one inch to the height of the car. By removing the shim under the bearing plate, 1239 is back down to about her correct height above the rail.

The question of how high the car rides relates closely to the design of 1239's new rear steps. You may recall



The new bridge behind the Excelsior car barn replaced the original trolley bridge, demolished in early June. Construction on Highway 7 is to the right of the car barn. Photo taken from the Mill street bridge looking east. Ann Merriman photo.

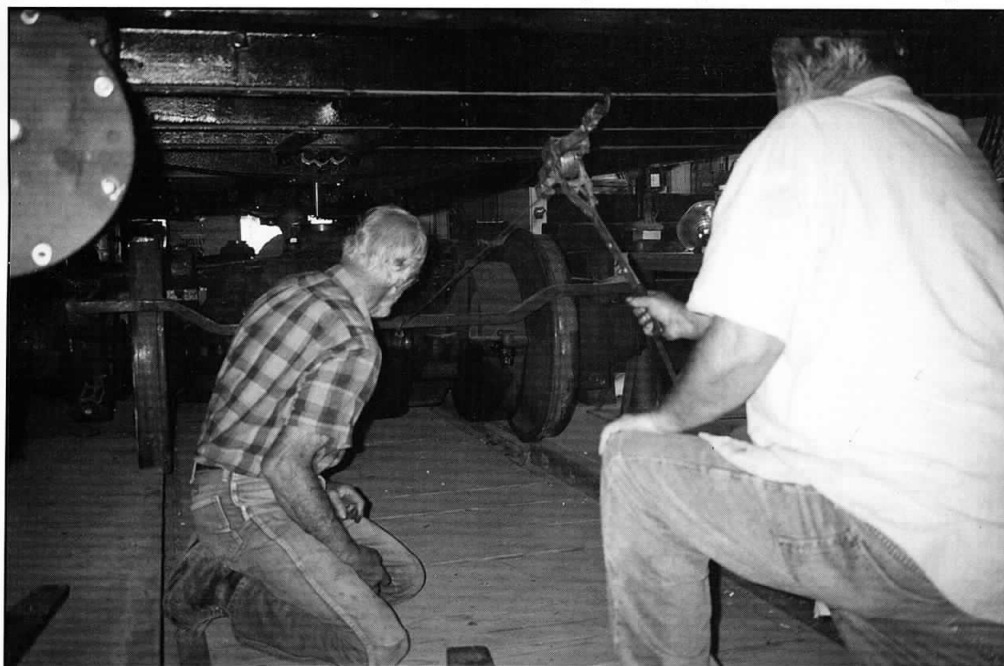
that we're back-dating the car by removing the air powered folding rear folding doors and substituting wire gates, as originally built. This difficult part has been recreating the complex curves of the steps. Ken Albrecht designed and built a wooden mock-up of the new steps based on MTM's many company documentation photos of gate car steps. The height of the bottom step above pavement (railhead) level is critical, since the levers for operating the gates hang down under the steps.

Besides, we aging MTM'ers and a few of our aging passengers must be able to get a leg up to the bottom step in order to board the car.

Ken's plywood mock-up fits the opening in 1239's underframe like a glove. They showed that some slight modifications will be needed in the height of the new step risers. Ken is looking into prices for fabricating components for the new steps, as well as the cost of having them rust-proofed with paint or galvanizing. All of 1239's window sash are now assembled and painted on the outside.

George Ittner and Bob Dumas are staining and varnishing the inside surfaces of each window sash. Our experience with streetcars shows that maintaining streetcar windows is a time sink of big proportions. In regular Museum service, each sash lasts 10-15 years before it requires re-gluing, re-glazing and re-painting. MTM has a large stock of old TCRT streetcar windows rescued from cars in the woods and various members' basements. About 70% of 1239's windows are her own; the balance come from our Museum stock.

Jim Williams has painted the numerals "1 2 3 9" on either side of the car. It was decided to paint the exterior numbers and striping in moss green rather than in the original gold leaf with

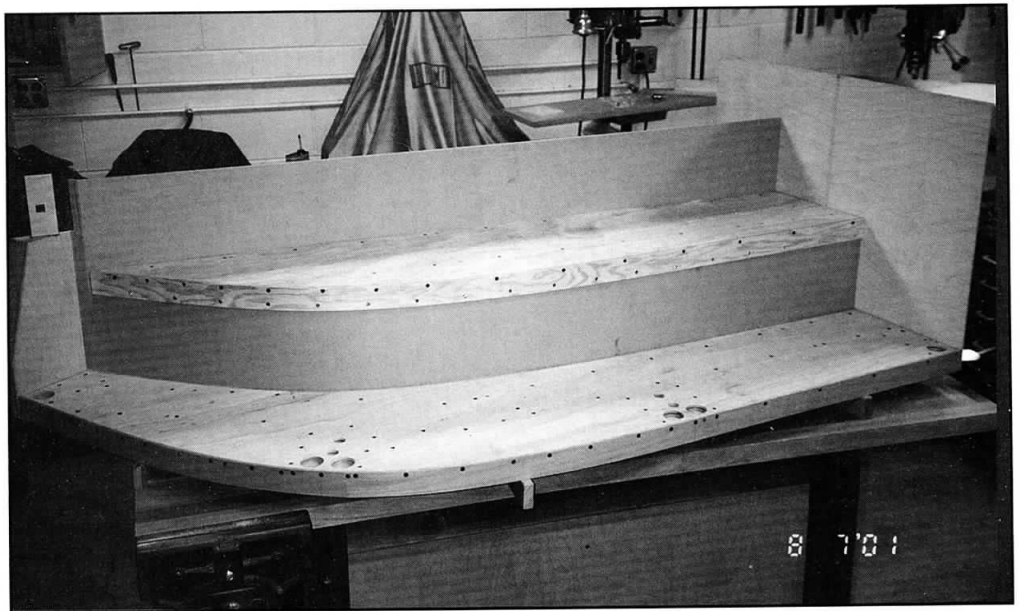


black outline. The overwhelming photographic evidence is that the gold insignia, while very classy in appearance, lasted only a few years until the cars were re-painted.

Maintaining 1239 in gold leaf would make it hard to re-paint the car in the future, a fact we must contend with on car 78. Jim will apply gold leaf inside for bulkhead numerals, the "No Smoking" signs on the front bulkhead, and the polite but firm "No Spitting" notice on the rear platform.

Remaining work on 1239's carbody includes mounting the trolley base, setting the seats, varnishing windows, building and installing the new step well and mounting the fender hangers. Work now is shifting to installing control equipment in the operator's cab and under the floor. Two new air reservoirs are painted and ready for installation, as are a stock of iron resistance grids, received from Gomaco Trolley Company of Ida Grove, IA.

As winter approaches and MTM'ers look for somewhere to pass those dreary, cold hours, the Excelsior carbarn offers a cozy, warm spot filled with interesting projects to get one's hand into. We have painting, woodworking, fabricating, welding, wiring and a host of projects that need attention. The beauty of the Excelsior shop is that an MTM'er needs ABSOLUTELY NO TALENT in order to come out and participate. It's all OJT (On The Job Training) and everyone is welcome. Wednesday evenings and Saturday mornings are the normal work times. Contact **Bill Graham**, 952-435-9724, or **Ann Merriman**, 952-474-2115, for information.



Ken Albrecht has been doing some fine woodworking on streetcar #1239 at Excelsior. He has made a new rear stepwell, including hardware. His curved controller cover is a ringer for the original, at center with finished wood. Bill Graham photos.



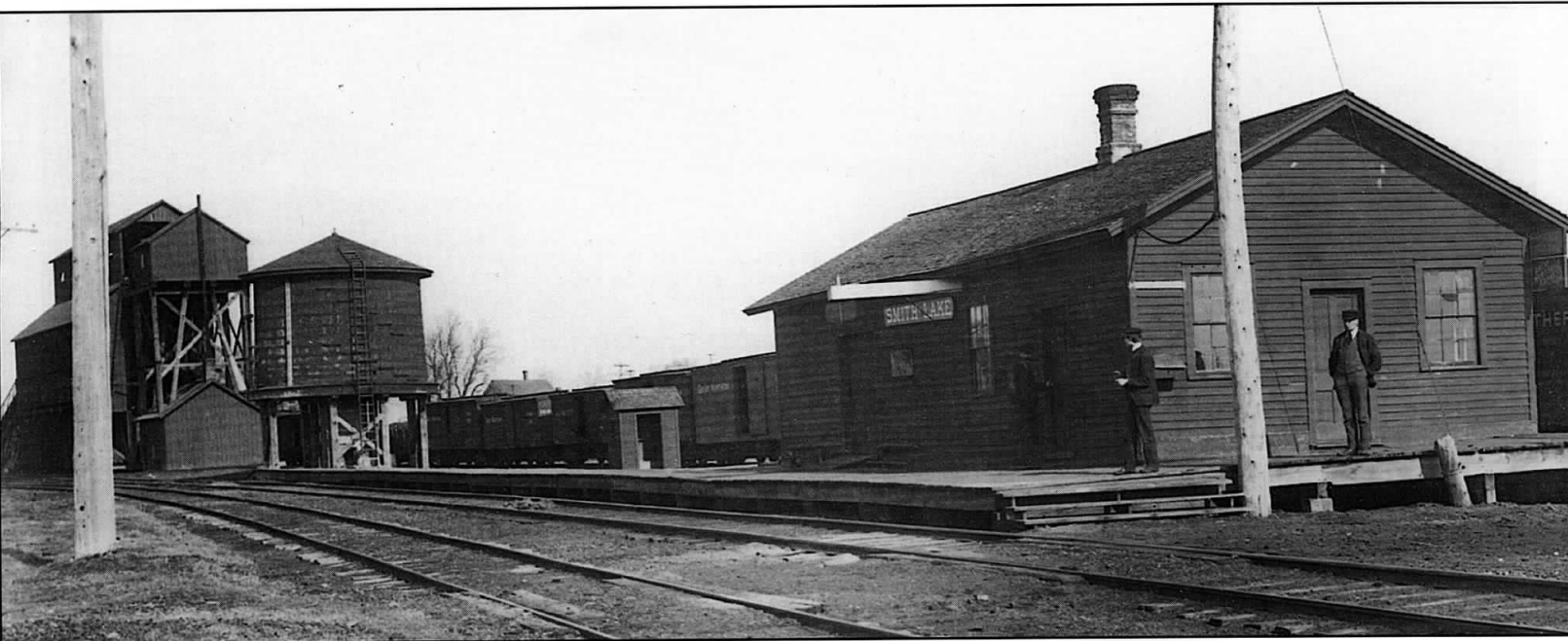
Late breaking news

The two former Valleyfair gas cars have been sold to the Iowa Trolley Park in Clear Lake, IA. The sale was necessary to free up storage space in the Excelsior carbarn.



OBSCURE DEPOTS ON PARADE: This may look like a passenger train in Canada, but it's the Canadian National's run from Winnipeg to Thunder Bay that dipped into Minnesota to avoid Lake of the Woods. Roosevelt is between Warroad and Baudette. Minnesota Historical Society collection.

Smith Lake, pictured in about 1910, was located on the Great Northern three miles west of Howard Lake and the same distance east of Cokato. Apparently it was a town site that didn't prosper and disappeared from later timetables. Minnesota State Fair collection.





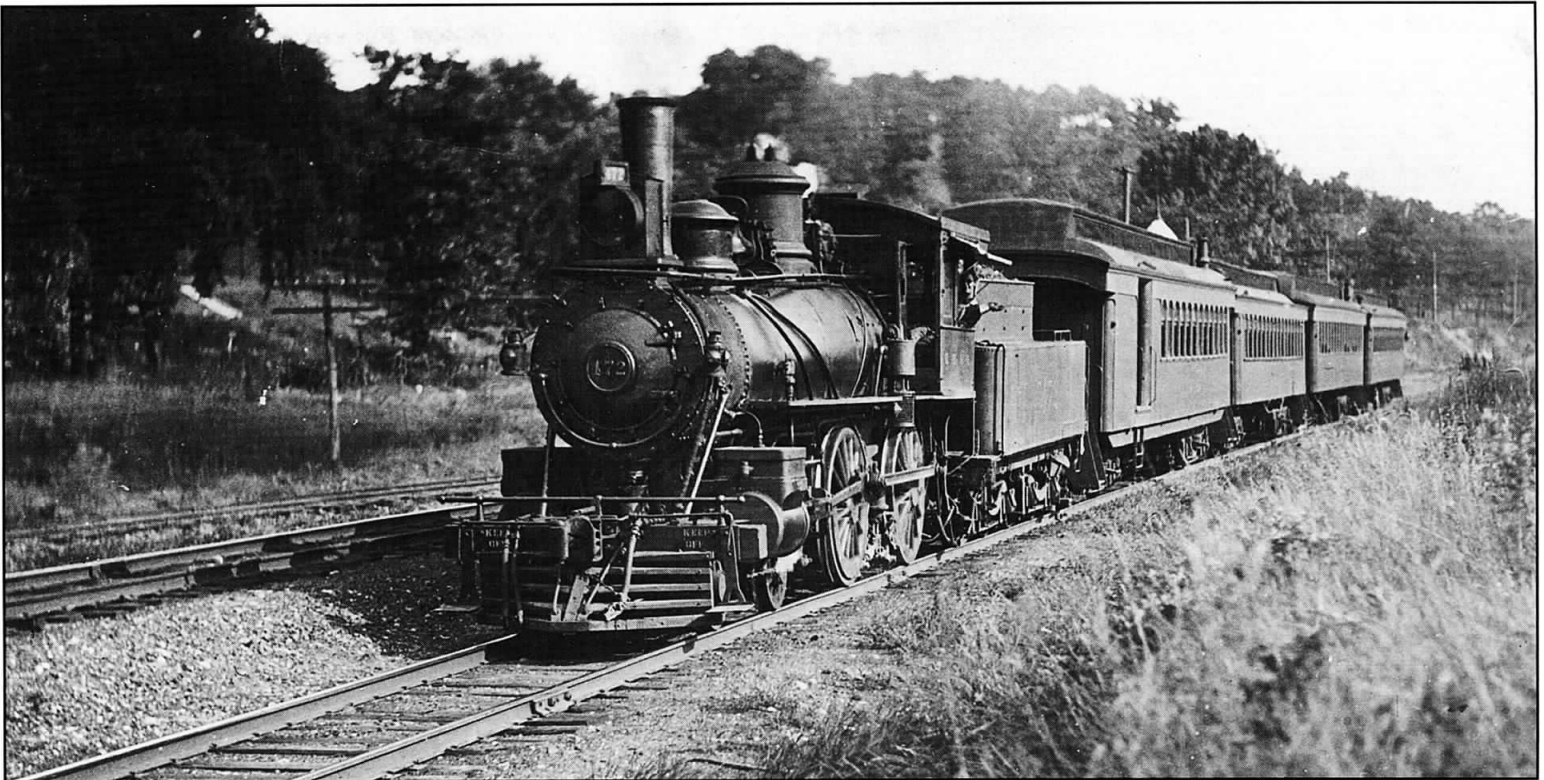
THE RED ROCK CORRIDOR - THEN

Modern commuter rail may come to the Twin Cities area soon, with the Northstar Corridor from Minneapolis to Elk River. Second in line is the so-called Red Rock Corridor from St. Paul Union Depot to Hastings. If so, it will mark a return. The Chicago, Burlington & Quincy ran commuter trains from St. Paul to Pullman Avenue in St. Paul Park until some time in the 1920s.

Opposite: Pioneer railfan photographer Helmut Kroening took these photos of the commuter train in 1923. It featured some of the road's oldest equipment, probably dating from the 1870s or 1880s.

Two views at Pullman Avenue station. Below is the commuter, around 1900. The other photo shows a special train from Chicago stopped at the depot. Both Minnesota Historical Society collection.

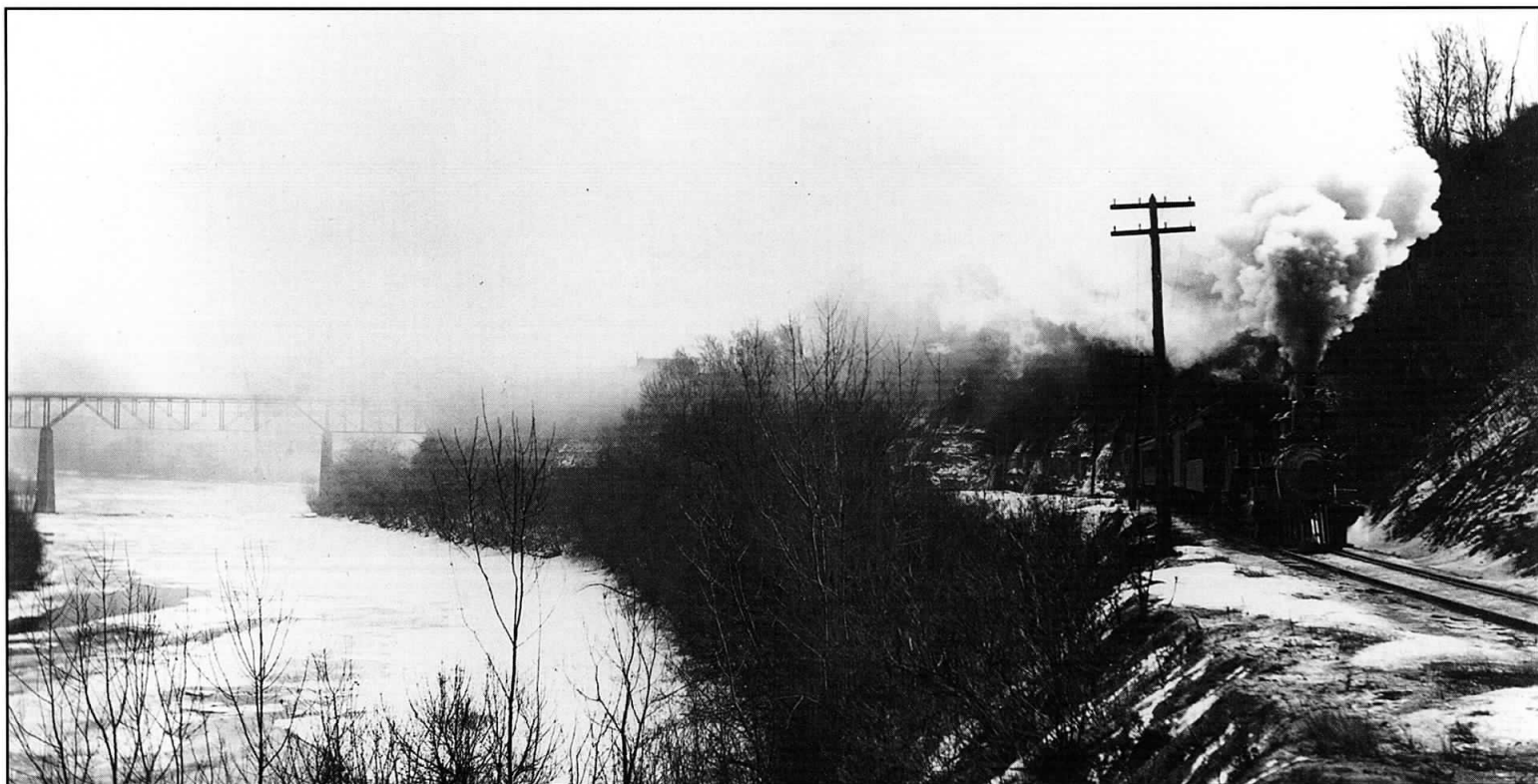






The Milwaukee Road dropped down the bluff face behind the line of buildings at left center, passed under the steel arch of the 7th Street bridge, stopped at the Fort, then crossed the Minnesota's main channel and then a backwater while curving under the Mendota bridge. State Historical Society of Wisconsin collection.

We'll follow the right of way from north to south. About 1900, a train accelerates up the hill north of the fort. Note the original West 7th Street bridge at left. This stretch is now a bike trail. Minnesota Historical Society collection.



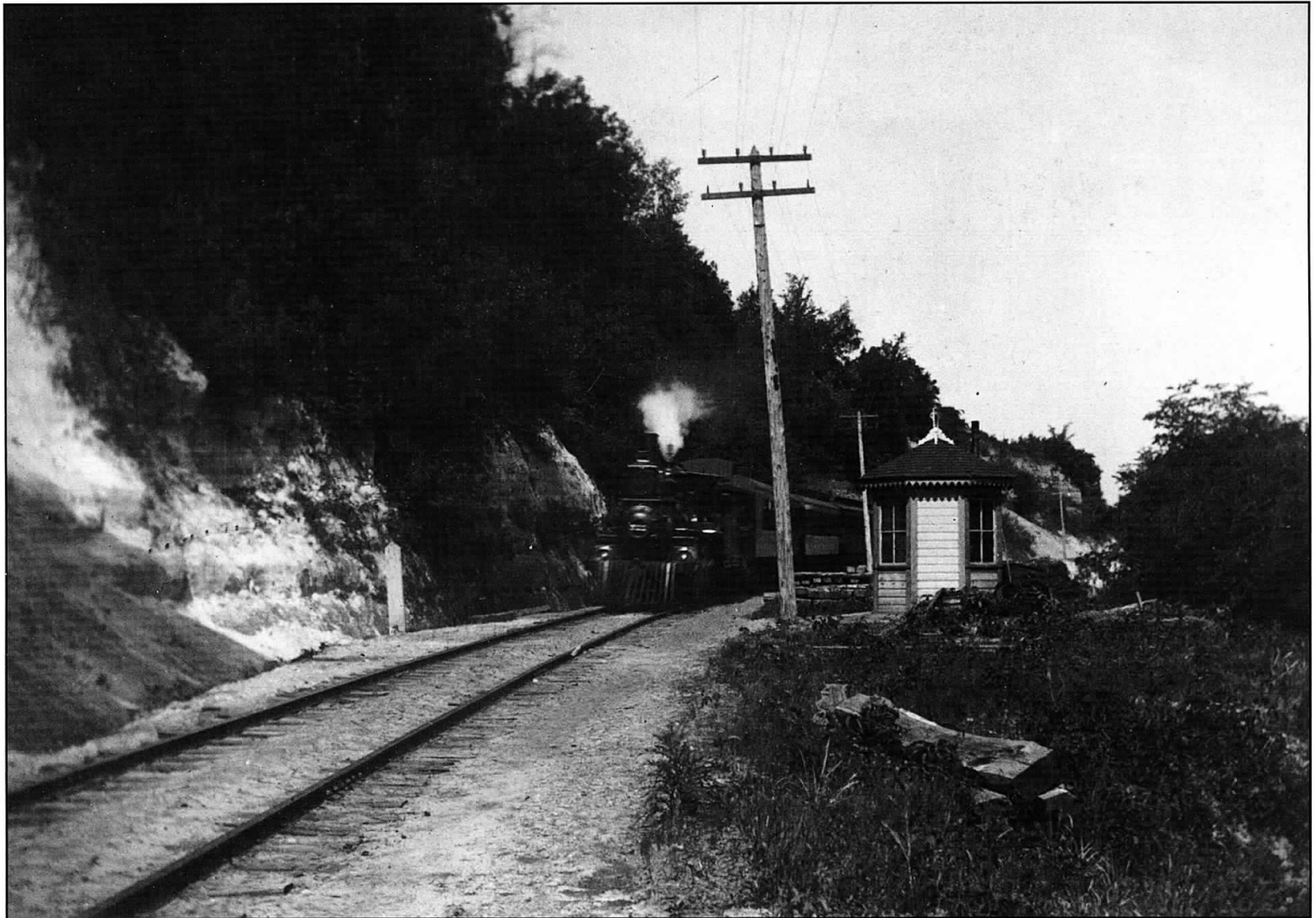
BELOW FORT SNELLING

White settlement of the Twin Cities area began at Fort Snelling, constructed on the promontory overlooking the confluence of the Mississippi and Minnesota Rivers. The Fort, built before railroads were invented, was an important place that required rail service, but was not easy to serve. One of the first Minnesota railroads, the Milwaukee Road predecessor Minnesota Central, arrived in 1864. It took a rather awkward solution to serve the fort and cross the Minnesota River. This portion of the line, which also served the Minnehaha Depot, lasted until 1956.



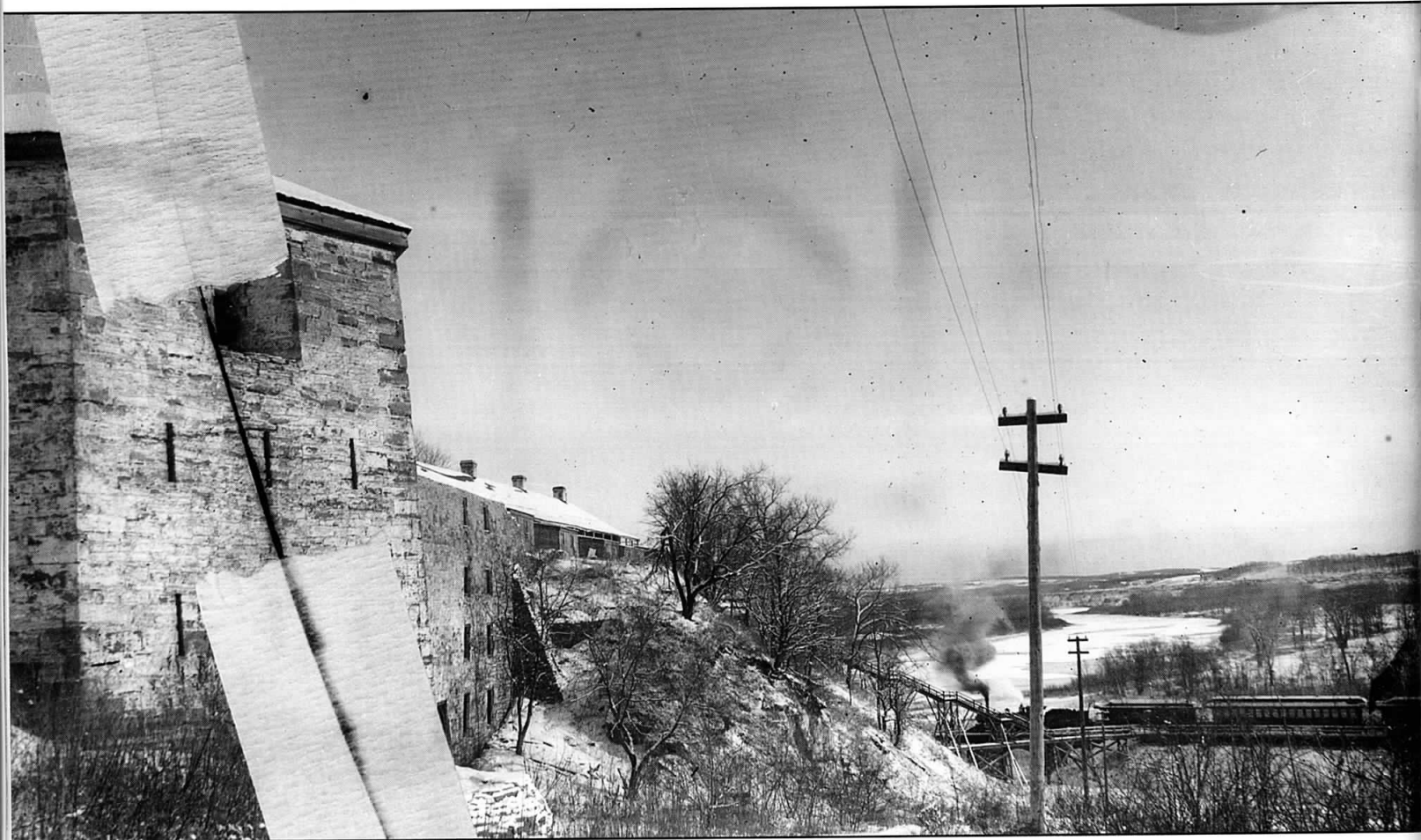
A Minnesota Railfans excursion yielded this view of the downgrade train about to pass under the second 7th Street bridge. MTM collection.

Viewed from the Fort Snelling station platform, the purpose of the small building is unclear. It may have housed the agent and operator. Minnesota Historical Society collection.





These views from about 1900 show the spindley staircase that descended from the fort. Both Minneapolis Public Library collection.





The station, platform and freight siding, as seen from the fort. In the distance is the swing bridge over the Minnesota River. Minnesota Historical Society collection. The trestle over the backwater under the Mendota bridge, viewed from the rear of the MRA excursion. MTM collection.



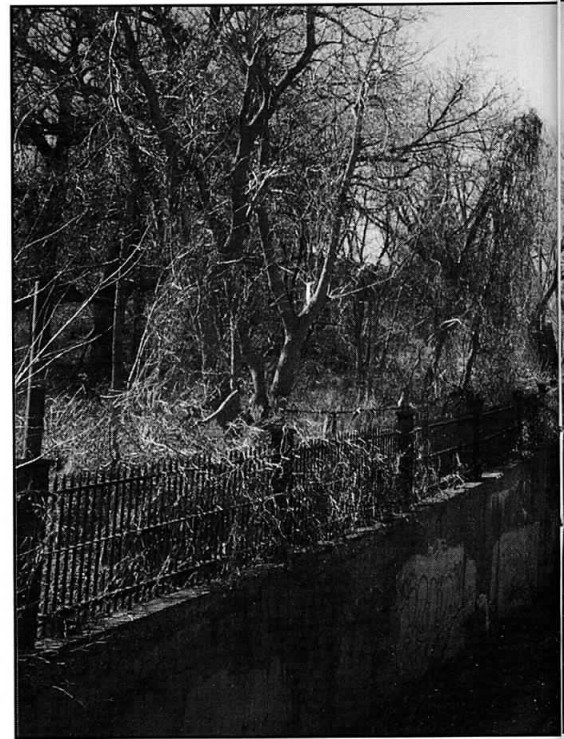
THE SELBY TUNNEL

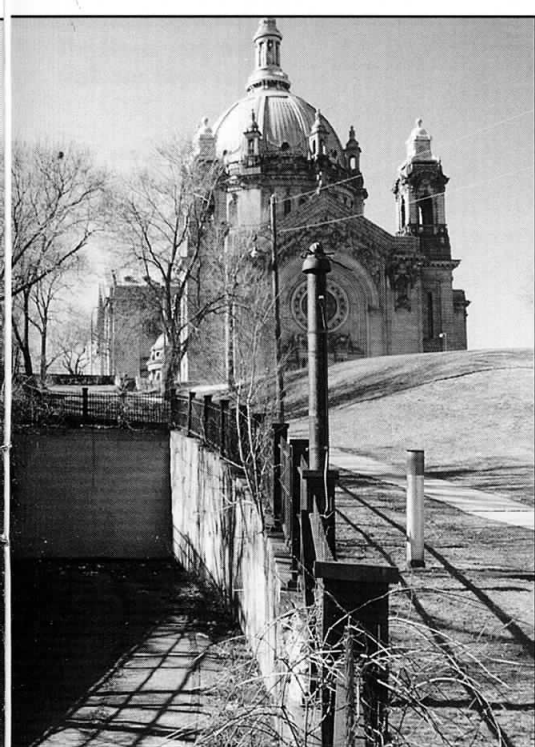
... then and now

The last streetcar ran through the Selby Tunnel in 1953. The upper portal, which opened into the middle of Selby Avenue just east of Nina Avenue and just west of the Cathedral, was covered over. The lower portal, however, remains intact to this day. Though deteriorated, it is the last place in the Twin Cities where streetcar tracks remain fully exposed. Most of it is still there, the retaining walls, railings, posts and light fixtures. Located only a block from the Minnesota History Center, it would make a wonderful static display. Imagine if the concrete were repaired, the ironwork repainted, the light fixtures restored and the overhead wire restrung. Wouldn't that be something to see?



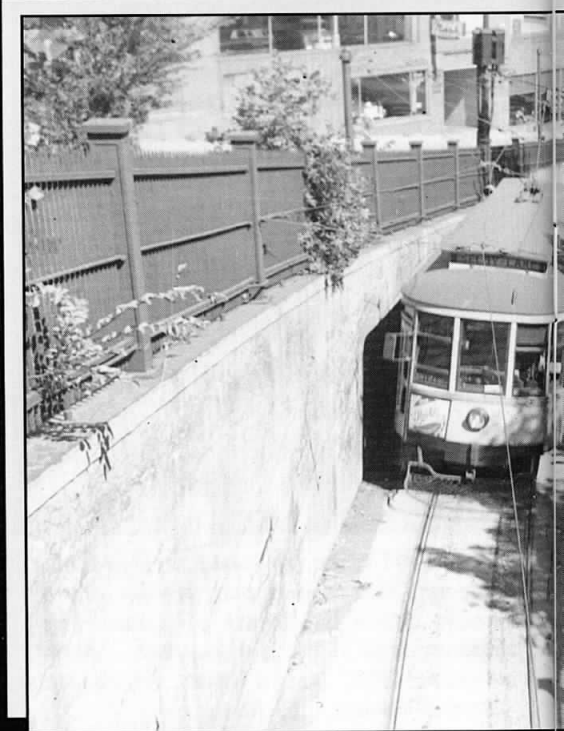
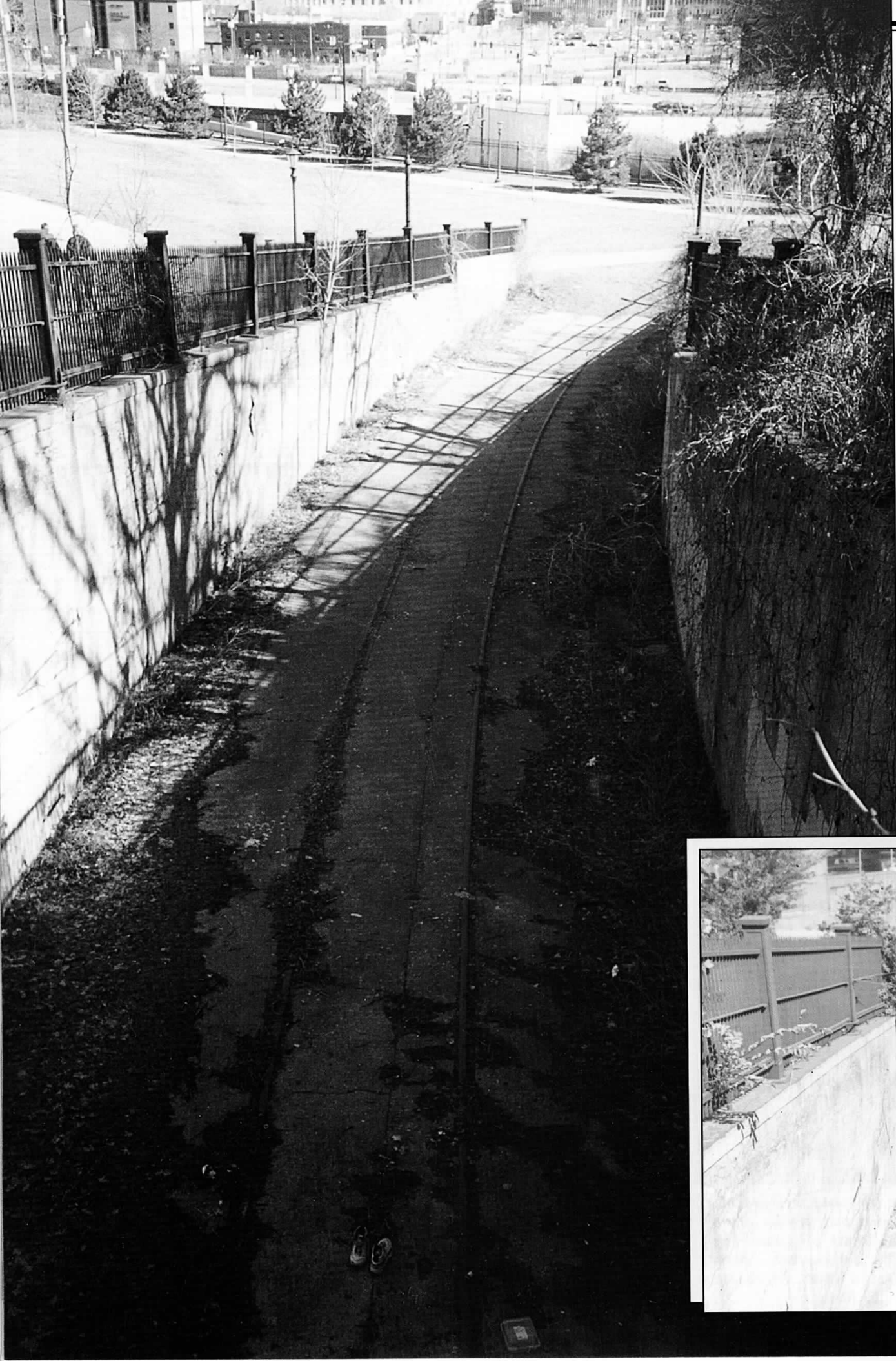
Sandy Goodrick photo.





Before 1905 when the tunnel was opened, cable cars ascended a much steeper grade directly above the tunnel alignment. The retaining wall in the historic photo, taken in about 1890, is still intact. Minnesota Historical Society collection.

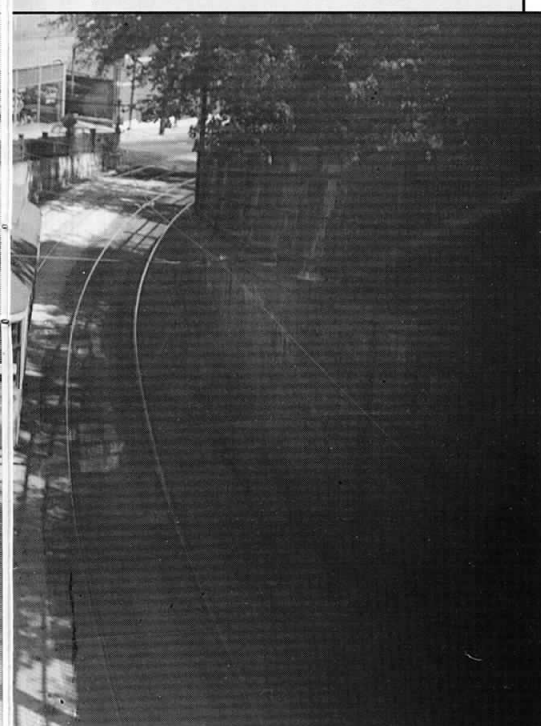


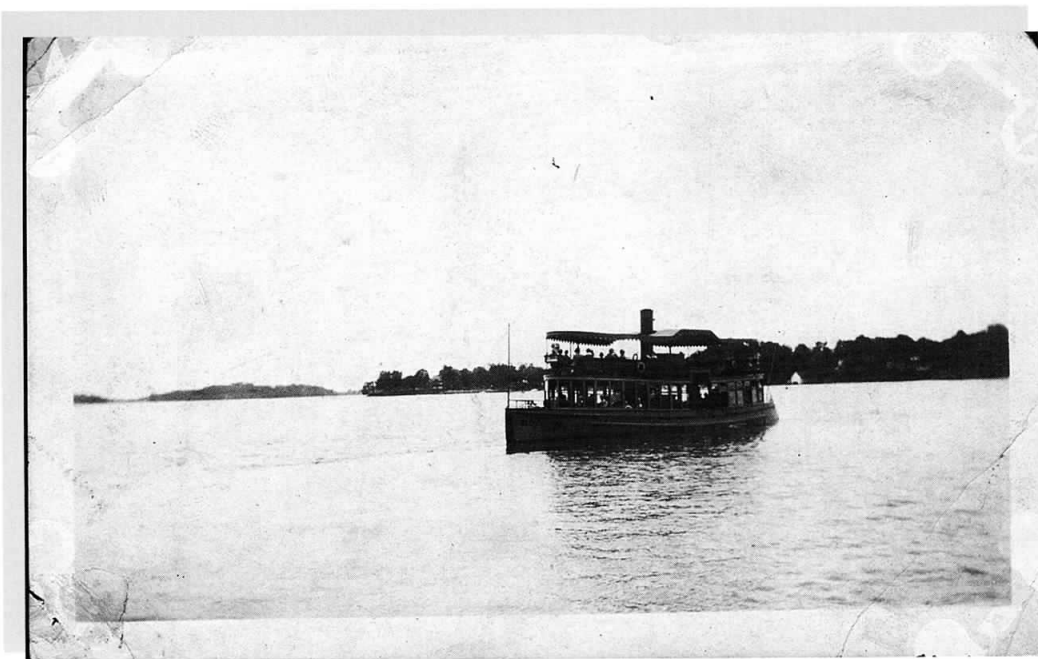




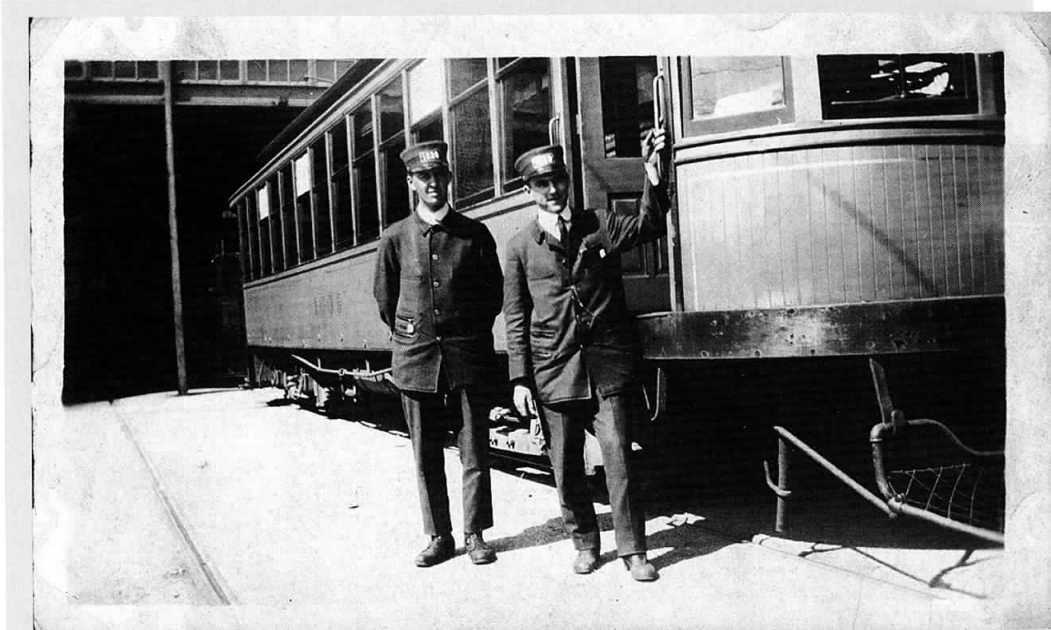
The lower end of the retaining wall cut, emptying onto Kellogg Blvd. The south wall is intact, down to the cast iron light fixture. The north wall has been cut back. Robert Selle photo.

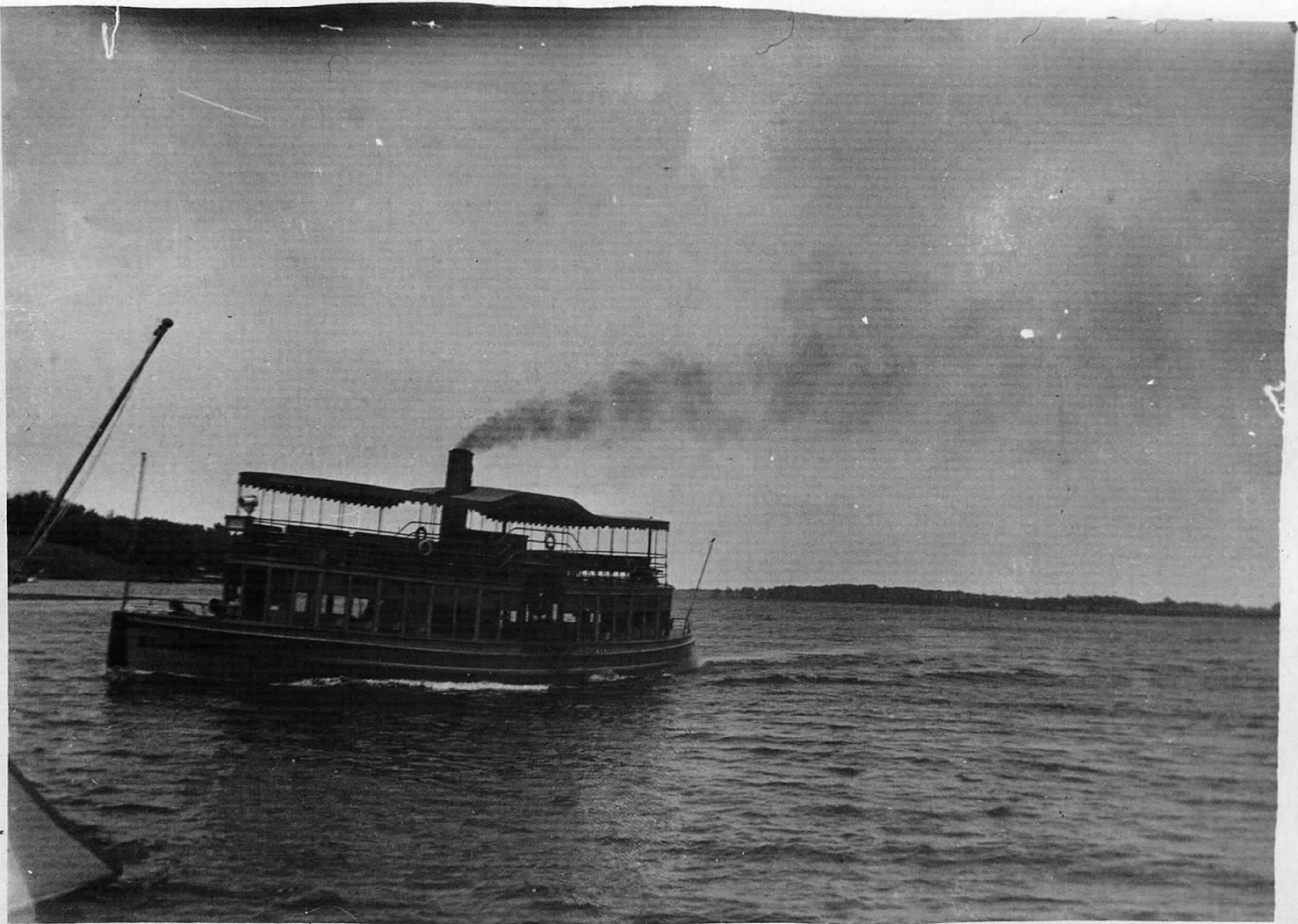
The view from above the portal is little changed, down to the sun's shadow.



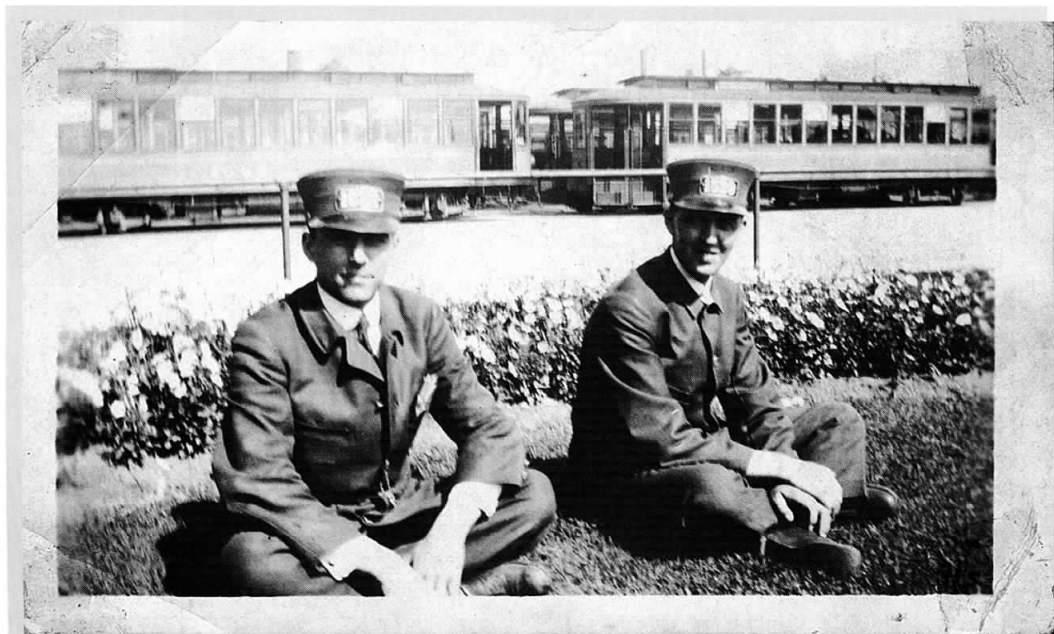


The four small snapshots were recently loaned to MTM for duplication. Taken about 1915, They show trainmen at an unidentified station. The two express boat photos, of Harriet and Hopkins, are at Excelsior. In the shot of the oncoming suburban car, the sign at far left appears to say Tonka Bay. The location of the sitting crew members might be Excelsior. We don't know. In any event, these little photos, probably over 85 years old, survived in a family album, to be enjoyed by us today. Photos courtesy of Ann Merriman.





LAKE MINNETONKA





These two downtown ticket offices, pictured about 1910, were triumphs of their era's clean, dignified graphic style. The North Western Line was located at 600 Nicollet Avenue in Minneapolis. The Milwaukee Road was at 5th & Robert in St. Paul.

Both Minnesota Historical Society collection.

Rear cover: Most readers probably know that #1300 was one of the two streetcars to tour the system the day after scheduled service was abandoned. The other was #1775, shown here brand new in 1915. Note the pre-1920 color scheme with silver striping and outlined numbers. This is what the backdated rear platform of #1239 will look like when completed. Hibbard photo for TCRT, MTM collection.

DR. H. H. KIMBALL

DOCTOR
J. M. LEWIS.

DOCTOR
J. M. LEWIS.

THE NORTH WESTERN LINE

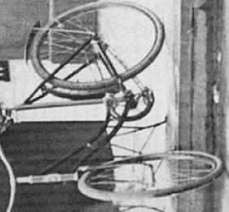
Chicago, St. Paul
and
Minneapolis
Omaha by
CHICAGO
NORTH-WESTERN
RAILWAY
Fremont, Elkhorn
and
Missouri Valley
R. R.

TICKET
OFFICE

THE NORTH-WESTERN LINE
CHICAGO-OMAHA-DULUTH

THE NORTH-WESTERN LINE
SIOUX CITY-DEAL-WOOD-KANSAS CITY

THE NORTH-WESTERN LINE
ELECTRIC
NORTH-WESTERN RAILWAY





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1225

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IF YOU THINK AND
ACT SAFETY OTHERS
WILL DO THE SAME

4-19-15



MINNESOTA STREETCAR MUSEUM

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www.TrolleyRide.org

August 2021

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